

LED PAPI SIR Questions as of 09-18-09

Quest. #	Date Received	Document and Location	Vendor Question	Answer to Question
1	9/16/2009	SIR Section B, CLINs 1001, 2001, 3001, and 4001	SOW section B, CLINs 1001, 2001, 3001 and 4001 requires a cost for a quantity of 1-100 each. The price to produce one LED PAPI is substantially higher than producing 100 systems. Also the number of type tests required during the production phase is a function of the quantities purchased. Would it be possible to have several narrower Sub-CLIN ranges (1-10, 11-25, 26-50, 51-100) for these CLINs? This may decrease the cost, depending on the quantities ordered, and provide greater flexibility to the government	Solicitation is amended to reflect tiers for establishing pricing and volume discounts. Pricing should be reflected as follows: Tier 1: minimum order quantity of 25; Tier 2: 26-50; Tier 3: 51-75; Tier 4: 76-100. CLIN 0003, 1001, 2001, 3001, and 4001 were modified to reflect the above tiers. The change is also reflected in Section F and addressed in Section L.18.2.2. Please note: Tier pricing is applied to each individual order.
2	9/16/2009	SIR Paragraph C.3.3.1	SOW paragraph C.3.3.1 states “The Contractor shall host a PDR no later than 15 days after receipt of System/Subsystem Design Description (SSDD) (See SOW section C.3.4.1.2).” Is this the receipt of the draft SSDD by the FAA or receipt of FAA comments by contractor on the draft submittal?	The PDR should be scheduled 15 days after receipt of FAA comments by the contractor. It is anticipated that details of the SSDD will be discussed at PDR.
3	9/16/2009	SIR Paragraph C.3.4.2(f)	SOW paragraph C.3.4.2 (f) states “Software Test Report (STR) - Incorporate into CDRL D006, DQT Report” Should it be “Software Test Report (STR) - Incorporate into CDRL D007, DQT Report”?	SOW paragraph C.3.4.2 (f) should state “Software Test Report (STR) - Incorporate into CDRL D007, DQT Report”.

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4	9/16/2009	SOW CLIN 0008	SOW CLIN 0008 asks the costs (agenda, cost for actual review and minutes), for the following reviews: (a) Logistics Guidance Conference (See Section C.3.7.1.1) (b) Post-Award Training conference (Normally accomplished along with the Logistics Guidance Conference) (See Section C.3.7.8.4) (c) Preliminary Design Review (PDR) (See Section C.3.3.1) (d) Critical Design Review (CDR) (See Section C.3.3.2) (e) Configuration Review Validation of First Article (See Section C.6.4.8.1) (f) Test Readiness Review (TRR) (See Section C.3.6.4.2) (g) Functional Configuration Audit (FCA) (See Section C.3.5.5.1) (h) Physical Configuration Audit (PCA) (See Section C.3.5.5.2) (i) Provisioning Conference. (See Section C.3.7.2.2)	The intent is to have the costs identified only once. Present the PDR and CDR costs as identified in CDRL A010. Present the FCA and PCA costs as identified in CDRL A013. Present the LGC and Provisioning Conference costs as identified in CDRL A015. The remaining items from Section C.3.2.3.4 (items b, e, and f) should be submitted under CDRL A008.
Question # 4 (Continued)			CLIN 0010 also asks for the costs (agenda, cost for actual review and minutes) for the PDR and CDR. CLIN 0013 asks for the costs (agenda, cost for actual review and minutes) configuration audits (FCA and PCA) CLIN 0015 asks for the costs (agenda, cost for actual review and minutes) for the Logistics Guidance Conference and Provisioning Conference. These costs are captured in two different CLINs; please clarify where the costs for these reviews/audits should be placed?	
5	9/16/2009	FAA-E-3007 with Change 1, paragraph 4.5.9	FAA-E-3007 paragraph 4.5.9 "Solar Radiation (Sunshine) Test. The test shall be conducted in accordance with Procedure II, Method 505.4, of MIL-STD-810 for 56 cycles (24 hours each). The equipment shall be operated for 1 hour during the third cycle when the test item has reached its peak temperature." We contacted a number of local test labs to perform the test. They recommended running the test on a sample of the material instead of the whole system due to the lack of room to install the system inside the chamber. Would it acceptable to conduct the test on a sample vs the whole system?	No, it is not acceptable to run the Solar Radiation Test on a sample of the LED PAPI System. However, it is acceptable to run the solar radiation test on the PCA and a single LHA. The units must be powered up and the LHAs illuminated during the test.

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6	9/16/2009	FAA-E-3007 with Change 1, paragraph 3.3.3.1.2	FAA-E-3007 paragraph 3.3.3.1.2 states “The clinometer shall utilize a 6-inch (15.24 cm) (maximum) level having an accuracy of ± 2 minutes.” We read this to mean that the 6-inch requirement is for the level attached to the clinometer and not for the entire clinometer. Please clarify.	The six inch requirement is for the level contained in the clinometer and not for the overall dimension of the clinometer.
7	9/18/2009	General	The SIR is set as a Firm Fixed Price contract, with an SBA set aside. There is no mention of Partial Progress or Milestone payments for many of the items such as meetings and program management etc. Is it not customary to allow for progress payments for items that will run the length of the delivery contract? (see further specific questions on individual CLINs.	Milestone payments will be offered on specific CLINs based on identified deliverables and milestone schedules that will be established at the time of contract award.
8	9/18/2009	General	There appears to be some conflict within the SIR. The FAA is going to evaluate the vendor based upon a fully designed product during OCT. However, the contract is set up as a design and development program. Is it the intent of the FAA to have the winning company redesign their OCT submitted product, which unit pricing within the proposal will be based upon?	The purpose of requiring a full system during OCT is to determine that the vendor has, in fact, developed a system that uses LED technology. Tests performed during OCT will focus on optical performance of the system, the purpose of which is to aid in source selection. During phase 2, following contract award, we require that the winning contractor prove their design through the normal design reviews, tests, audits, and delivery of equipment and documentation. Redesign will be required whenever non-compliant or weak areas are discovered. Vendor pricing will be based on Phase 2, design, build, and delivery of the system that meets all requirements and passes Design Qualification Tests (DQT).”

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9	9/18/2009	General	There are a number of CLINs that have both basic and option requirements included as one lot. For example CLIN 0015 has L005 which is a defined as an option while the rest of the tasks are firm. (1.) How is payment for this CLIN accomplished, since this is a Firm Fixed Price CLIN? (2.) How is the FAA going to exercise this option since it does not ask for separate prices for basic and option requirements?	Pricing should include all options; and options, if needed, will be exercised by using task orders.
10	9/18/2009	General	There is no separate CLIN for Site spares. The intent is that the unit system deliveries include the site spares. Should there not be a Separate CLIN for individual Spares and especially for Spare Parts Peculiar.	The Site spare should be included in the pricing of each PAPI system. (Reference Section C.3.7.3.1). A delivery order with specific items and price are to be negotiated after the provisioning conference for depot spares, including spare parts peculiar.. (See Section C.3.7.2.2 and C.3.7.3.2).
11	9/18/2009	Page 3, CLIN 0002	There may be a conflict in this CLIN. The qty states 6 but if a system is consumed in destructive testing the SOW states it does not require to be retrofitted. The contractor may never be able to meet the CLIN requirement to provide a retrofit for 6 units.	This question was answered on the last Q&A posting. The answer again is: We expect that the level of testing at all locations will not destroy the systems. Vendors should plan to retrofit all six First Article systems at their factories.

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12	9/18/2009	Page 3, CLIN 0005	Program Management, Program Management Plan, Reports etc. priced as 1 Lot. This infers that payment will not be made until the end of the initial contract. Will it be possible to apply for Milestone or Progress payments over the life of the contract?	Milestone payments will be offered for this specific CLIN. Milestones will be established once the contract is awarded. Please note: A total of 85 percent of each milestone deliverable determined will be paid following satisfactory inspection and acceptance (90% for task orders totaling less than \$100,000). Satisfactory inspection and acceptance is described as completion of Contractor Acceptance Inspection (CAI). The remaining amount will be held until acceptance of all deliverables are completed, inspected and accepted by the FAA. Text was added to section G.2.0 discussing milestone payments and to F.5.2 identifying the specific CDRLs and CLINs.
13	9/18/2009	Page 3, CLIN 0006	System Safety Program, priced as 1 Lot. This infers that payment will not be made until the end of the initial contract. Will it be possible to apply for Milestone or Progress payments?	Milestone payments will be offered for this specific CLIN. Milestones will be established once the contract is awarded. Please note: A total of 85 percent of each milestone deliverable determined will be paid following satisfactory inspection and acceptance (90% for task orders totaling less than \$100,000). Satisfactory inspection and acceptance is described as completion of Contractor Acceptance Inspection (CAI). The remaining amount will be held until acceptance of all deliverables are completed, inspected and accepted by the FAA. Text was added to section G.2.0 discussing milestone payments and to F.5.2 identifying the specific CDRLs and CLINs.

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14	9/18/2009	Page 3, CLIN 0007	Will it be possible to apply for Milestone or Progress payments over the life of the contract? There are indefinite deliveries regarding number of meetings required?	Milestone payments will be offered for this specific CLIN. Milestones will be established once the contract is awarded. Please note: A total of 85 percent of each milestone deliverable determined will be paid following satisfactory inspection and acceptance (90% for task orders totaling less than \$100,000). Satisfactory inspection and acceptance is described as completion of Contractor Acceptance Inspection (CAI). The remaining amount will be held until acceptance of all deliverables are completed, inspected and accepted by the FAA. Text was added to section G.2.0 discussing milestone payments and to F.5.2 identifying the specific CDRLs and CLINs.
15	9/18/2009	Page 3, CLIN 0008	Reviews and audits, priced as 1 Lot. Will it be possible to apply for Milestone or Progress payments over the life of the contract?	Milestone payments will be offered for this specific CLIN. Milestones will be established once the contract is awarded. Please note: A total of 85 percent of each milestone deliverable determined will be paid following satisfactory inspection and acceptance (90% for task orders totaling less than \$100,000). Satisfactory inspection and acceptance is described as completion of Contractor Acceptance Inspection (CAI). The remaining amount will be held until acceptance of all deliverables are completed, inspected and accepted by the FAA. Text was added to section G.2.0 discussing milestone payments and to F.5.2 identifying the specific CDRLs and CLINs.

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16	9/18/2009	Page 4, CLIN 0009	Quality Assurance Reports, priced as 1 Lot. Will it be possible to apply for Milestone or Progress payments?	Milestone payments will be offered for this specific CLIN. Milestones will be established once the contract is awarded. Please note: A total of 85 percent of each milestone deliverable determined will be paid following satisfactory inspection and acceptance (90% for task orders totaling less than \$100,000). Satisfactory inspection and acceptance is described as completion of Contractor Acceptance Inspection (CAI). The remaining amount will be held until acceptance of all deliverables are completed, inspected and accepted by the FAA. Text was added to section G.2.0 discussing milestone payments and to F.5.2 identifying the specific CDRLs and CLINs.
17	9/18/2009	Page 4, CLIN 0010	PDR & CDR priced as 1 Lot. Will it be possible to apply for Milestone or Progress payments?	Milestone payments will be offered for this specific CLIN. Milestones will be established once the contract is awarded. Please note: A total of 85 percent of each milestone deliverable determined will be paid following satisfactory inspection and acceptance (90% for task orders totaling less than \$100,000). Satisfactory inspection and acceptance is described as completion of Contractor Acceptance Inspection (CAI). The remaining amount will be held until acceptance of all deliverables are completed, inspected and accepted by the FAA. Text was added to section G.2.0 discussing milestone payments and to F.5.2 identifying the specific CDRLs and CLINs.

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18	9/18/2009	Page 4, CLIN 0012	.Design and development software, priced as 1 Lot. Will it be possible to apply for Milestone or Progress payments?	Milestone payments will be offered for this specific CLIN. Milestones will be established once the contract is awarded. Please note: A total of 85 percent of each milestone deliverable determined will be paid following satisfactory inspection and acceptance (90% for task orders totaling less than \$100,000). Satisfactory inspection and acceptance is described as completion of Contractor Acceptance Inspection (CAI). The remaining amount will be held until acceptance of all deliverables are completed, inspected and accepted by the FAA. Text was added to section G.2.0 discussing milestone payments and to F.5.2 identifying the specific CDRLs and CLINs.
19	9/18/2009	Page 4, CLIN 0013	Configuration Management, priced as 1 Lot. Will it be possible to apply for Milestone or Progress payments?	Milestone payments will be offered for this specific CLIN. Milestones will be established once the contract is awarded. Please note: A total of 85 percent of each milestone deliverable determined will be paid following satisfactory inspection and acceptance (90% for task orders totaling less than \$100,000). Satisfactory inspection and acceptance is described as completion of Contractor Acceptance Inspection (CAI). The remaining amount will be held until acceptance of all deliverables are completed, inspected and accepted by the FAA. Text was added to section G.2.0 discussing milestone payments and to F.5.2 identifying the specific CDRLs and CLINs.

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20	9/18/2009	Page 4, CLIN 0014	Test plans, procedures, conduct tests, etc, priced as 1 Lot. Will it be possible to apply for Milestone or Progress payments?	Milestone payments will be offered for this specific CLIN. Milestones will be established once the contract is awarded. Please note: A total of 85 percent of each milestone deliverable determined will be paid following satisfactory inspection and acceptance (90% for task orders totaling less than \$100,000). Satisfactory inspection and acceptance is described as completion of Contractor Acceptance Inspection (CAI). The remaining amount will be held until acceptance of all deliverables are completed, inspected and accepted by the FAA. Text was added to section G.2.0 discussing milestone payments and to F.5.2 identifying the specific CDRLs and CLINs.
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21	9/18/2009	Page 5, CLIN 0015	ILS, priced as 1 Lot. Will it be possible to apply for Milestone or Progress payments? There are indefinite deliveries regarding number of meetings required?	Milestone payments will be offered for this specific CLIN. Milestones will be established once the contract is awarded. Please note: A total of 85 percent of each milestone deliverable determined will be paid following satisfactory inspection and acceptance (90% for task orders totaling less than \$100,000). Satisfactory inspection and acceptance is described as completion of Contractor Acceptance Inspection (CAI). The remaining amount will be held until acceptance of all deliverables are completed, inspected and accepted by the FAA. There are potentially five meetings identified under ILS, Section 3.7 (Logistic Guidance Conference, Provisioning Conference, Asset Management Meeting, Spares Meeting, Technical Data Package (TDP). If additional meetings are required, they will be included in the technical interchange meetings. Text was added to section G.2.0 discussing milestone payments and to F.5.2 identifying the specific CDRLs and CLINs
22	9/18/2009	Page 5, CLIN 0019	Obsolescence data and system improvement– over what period, to what level, how to deliver (CDRL?)	This should be planned for the base period plus all option years. The FAA should be notified via a letter or memo of parts obsolescence. System improvements should be submitted through the ECP process unless the recommendation is made during the initial design process. See SIR section C.3.7.7

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23	9/18/2009	Page 5, CLIN 0020	Training documents, priced as 1 Lot. Will it be possible to apply for Milestone or Progress payments?	Milestone payments will be offered for this specific CLIN. Milestones will be established once the contract is awarded. Please note: A total of 85 percent of each milestone deliverable determined will be paid following satisfactory inspection and acceptance (90% for task orders totaling less than \$100,000). Satisfactory inspection and acceptance is described as completion of Contractor Acceptance Inspection (CAI). The remaining amount will be held until acceptance of all deliverables are completed, inspected and accepted by the FAA. Text was added to section G.2.0 discussing milestone payments and to F.5.2 identifying the specific CDRLs and CLINs
24	9/18/2009	Page 5, CLIN 0022	Will the FAA be responsible for the actual Installation of the Key Site PAPI installation at Vero beach Fl prior to the SAT?	FAA will do the foundation and site preparation at the Key site. The vendor that is awarded the contract must install their PAPI on the prepared foundation. Section C.3.6.4.5 was modified to clarify the requirement identified in CLIN 0022.
25	9/18/2009	General Section B.2	Option years have no CLIN for Program Management?	CLINs were added in Section B for Program Management, Quality Assurance, Configuration Management, Testing Support, and Logistics Support to identify requirement for these functions during the option years. These CLINS are also reflected in section F of the SIR.
26	9/18/2009	General Section B.2	Option CLINs do not include option's as detailed in SOW.	The specific detailed requirements will be identified within the task orders if and when we exercise the option(s).

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27	9/18/2009	Page 6, CLIN 1001	(and 2001, 3001, 4001) 1-100 Qty pricing seems unrealistic without qty breaks. Can the vendor price Qty break i.e. 1-10 units, 11-30 units etc?	Solicitation is amended to reflect tiers for establishing pricing and volume discounts. Pricing should be reflected as follows: Tier 1: minimum order quantity of 25; Tier 2: 26-50; Tier 3: 51-75; Tier 4: 76-100. CLIN 0003, 1001, 2001, 3001, and 4001 were modified to reflect the above tiers. The change is also reflected in Section F and addressed in Section L.18.2.2. Please note: Tier pricing is applied to each individual order.
28	9/18/2009	Page 41, C.3.6.4.9.3	Type testing for initial lot and potentially each option year, but there is no CLIN to price the type testing?	Pricing for type testing is included in CLIN 0014.
29	9/18/2009	Page 41, C.3.6.4.9.3	Is it the FAA's intent to do Type Testing on the initial production run since DQT has just been completed?	The Contractor shall conduct type tests of a representative lot from the initial production run using FAA-G-2100H, paragraph 4.2.2.2 as guidance. (Referenced in Section C.3.6.4.9.3).
30	9/18/2009	Page 41, C.3.6.4.10	Trouble Reports from TR database to include OCT. Will this only apply to the winning vendor?	Yes. (Reference Section C.3.6.4.10.)
31	9/18/2009	Page 42, C.3.7.1	Contractor will participate on ILS Team. Undetermined quantity of meetings, where, when, how long etc?	Meetings will be conducted at the manufacturer facility. We expect there to be five ILS related meetings (see expanded comment above). Meetings should be two days in length.
32	9/18/2009	Page 43, C.3.7.1.1	Logistics Guidance Conference (30 DAC) to include the provisioning deliverables (before design completion?).	Yes.
33	9/18/2009	Page 44, C.3.7.2.2	Provisioning conference requires a system of assemblies. Will a First Article Unit be used or will additional assemblies be used for this effort?	Yes, the First Article Unit will be used.

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34a	9/18/2009	Page 44, C.3.7.3	Contractor to provide spare components and repair parts needed to support the PAPI mission, but there is no CLIN for this effort.	The Site spare should be included in the pricing of each PAPI system. (Reference Section C.3.7.3.1).
34b	9/18/2009	Page 44, C.3.7.3	Supply support also includes distribution of materials and personnel associated with acquisition and maintenance. Can the FAA clarify this requirement?	The Site spare should be supplied for each PAPI system in accordance with Section C.3.7.3.1.
35	9/18/2009	Page 45, C.3.7.3.2	Depot spares to be (quoted?) and negotiated, but there is no CLIN?	A delivery order with specific items and price are to be negotiated after the provisioning conference for depot spares, including spare parts peculiar.. (See Section C.3.7.2.2 and C.3.7.3.2).
36	9/18/2009	Page 46, C.3.7.4.2	Test Program Sets (option), but no CLIN?	Pricing should include all options; and options, if needed, will be exercised by using task orders.
37	9/18/2009	Page 48, C.3.7.5.1	Interim Contractor Depot Logistics Support (option), but no CLIN?	Pricing should include all options; and options, if needed, will be exercised by using task orders.

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38	9/18/2009	Page 52, C.3.7.6.1	FAA is requiring full data rights to design without actually paying for the design. i.e. Vendors are being requested to design/develop PAPI systems at their expense for OCT.?	(a) Yes, for OCT vendors are expected to present a LED PAPI system that was developed at their expense. However, the FAA expects no data rights to these systems. (b) The TDP is only required from the winning vendor after contract award. The FAA requires rights to use the data to acquire or build the same parts to maintain systems should the winning contractor become unavailable in the future. (c) Please note: Section C.3.7.6.1, sentence one, is being corrected to reflect the correct CDRL as being L008. DID number in Section J was also changed to correctly show L008.
39	9/18/2009	Pages 54, 55, 56, etc., C.3.7.8.2	Component or Depot-Level Training, and follow-on Training options, but no CLIN to provide pricing.	CLIN 0025 was added to section B of the SIR to specifically address Component or Depot Level training and was addressed in Section F.4.1. The requirement was removed from CLIN 0020 as was originally intended.
40	9/18/2009	Page 66, E.1.10	FOB Destination on all. Systems could ship to Hawaii, Alaska, Puerto Rico etc. Shipment cost will vary significantly. How does the FAA propose the vendor should address this requirement?	Vendors should factor in that no more than 5% of systems will be outside the 48 contiguous states.
41	9/18/2009	Page 70, F.4.2, et.al.	Option Years production required 2 months after execution. Will the vendor be provided with advance notice of intent to execute options? If so how far in advance? Some materials in the PAPI may have up to 12 week delivery.	Yes, we provide a notice of intent to execute the option year. The contractor is notified 60 days in advance of intent to exercise. The intent still does not guarantee exercise of the option.
42	9/18/2009	Page 73, G.2.0(b)	Invoices shall provide detailed breakdown of incurred costs by cost elements – is this applicable to a FFP. Should we interpret this to indicate the progress payments will be negotiated?	Cost by cost elements are being required to establish a baseline of historical data for future reference.

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43	9/18/2009	Page 91, A001	Program Management Plan - monthly submittals through the life of the contract are required. As there is no Program management with options should we interpret life of contract to end at conclusion of base award?	CLINs were added in Section B for Program Management, Quality Assurance, Configuration Management, Testing Support, and Logistics Support to identify requirement for these functions during the option years. These CLINS are also reflected in section F of the SIR.
44	9/18/2009	Page 231, L.20.0 and L.20(C)	The FAA state the OCT unit will also be available for laboratory evaluation. (1.) What is the evaluation? (2.) Is this to be used in the source selection decision? If so, what is the rating criterion? (3.) Can the FAA provide drawings for the standard PAPI installation pads? (4.) What is the "sensor" installation?	(Item 1) No laboratory evaluation will be required, (Item 2) Not applicable, (Item 3) See FAA-E-3007, change 1, section 3.3.1.3.4.1, Figure 5 for a description of LHA mounting, (Item 4) The word "sensor" was used incorrectly. The correct word should be "system".
45	9/18/2009	Section B, Para. B.1.0	CLIN 0022 title includes "installation of PAPI systems...", however Section C., Para. C.3.6.4.5 does not appear to require installation, only accomplishment of a Site Acceptance Test (SAT). Can the Government please clarify the Contractor's role in Site Installation efforts? Are the Contractor responsibilities the same for all sites?	The vendor is responsible for installation at the key site. For all production systems, the contractor is not responsible for installations.
46	9/18/2009	Section C	There are numerous subparts that contain mandatory language are labeled (OPTION). This seems contradictory. Can the FAA please clarify what OPTION means in this case? Does it mean the FAA can exercise the option for this deliverable? Or that the Contractor has the option to do it or not? How should these be priced if there is not a separate CLIN for the option?	For every case where option is mentioned, there will be specific detailed requirements in task orders if the FAA exercises the option.

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47	9/18/2009	Section C, Para. C.3.2.2.3	For item (a) – does “independent responsibility and authority of assigned personnel” refer to QA personnel or all personnel assigned to this project? Can the Government please clarify what they mean by “independent responsibility” as it relates to the QSP?	The phrase "Independent responsibility and authority" refers to the need for QA personnel to have the responsibility to identify and report discrepancies found in the product and the freedom from retribution for doing so. Normally, the person who functions as QA works for, or reports to, the Director of Operations, the Director of Manufacturing, or the President of the company, not the first-line supervisor.
48	9/18/2009	Section C, Para. 3.6.1	The first paragraph describes the OCT testing but the additional paragraphs appear to refer to the testing required after receipt of contract. Can the Government please confirm this understanding?	Your understanding is correct. It refers to testing after receipt of the contract.
49	9/18/2009	Section C, C.3.6.1	SOW indicates the “FAA reserves the right to conduct any and all tests the FAA deems necessary, in its sole discretion...”. If contractor support for testing not currently in the SOW is needed, will the contractor be tasked for these efforts under CLINs 0023 and/or 0024?	For any tests not specifically identified in the contract, the contractor may be tasked with these efforts and thus paid via CLINs 0023 and 0024.
50	9/18/2009	Section C, Para. C.3.6.4.3	Beyond failure to demonstrate conformance with requirements, what conditions would result in the need to “conduct additional iterations of DQT, as determined by the FAA”.	Typically the issue that would require retest would be change to system design or components.
51	9/18/2009	Section C, Para. C.3.6.4.4	Please confirm that the reference in Para. C.3.6.4.4 to “FAA-approved test procedures” is referring to CDRL D003 (Production Acceptance Test Procedures) once accepted by the FAA.	Yes, that is correct.
52	9/18/2009	Section C, Para. C.3.6.4.8.2	Is the Contractor responsible for any installation and test support at any locations other than the Vero Beach, FL key site? If so, can the FAA provide a definition of this support and the locations? Further, is this support part of CLIN 0014?	The vendor is responsible for installation at the key site. If additional installations are required, a task order will be issued.

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53	9/18/2009	Section C, Para. C.3.6.4.8.2	This paragraph states that the third First Article System will be sent to the William J. Hughes Technical Center (WJHTC) for installation in the test bed for Reliability Analysis and Test. However, Para. C.3.6.4.7 requires the contractor to accomplish reliability testing. Can the FAA please provide clarification on the relationship between these tests?	The wording used in section C.3.6.4.8.2 was in error. The testing at the FAA WJHTC is a demonstration and not a Reliability Test and Analysis. It is not a substitute for the contractor's Reliability Test and Analysis.
54	9/18/2009	Section C, Para. C.3.6.4.8.3	Six (6) first article units will be shipped and installed/tested at several remote locations including external laboratories and the WJHTC. Is the Contractor responsible for expenses associated with retrofitting all PAPI first article units at the remote locations or will all units be returned to the Contractor's manufacturing facility for retrofit? If returned to the Contractor, is the Government responsible for system removal and shipment to the contractor?	The locations for the six first article systems are stated in section C.3.6.4.8.2. The contractor will be responsible for removing, shipping, and upgrading all six systems with one exception. The FAA will remove equipment that is installed within our facilities, such as at the WJHTC.
55	9/18/2009	Section C, Para. C.3.6.5	Contractor support "as requested by the FAA" does not provide an indication of the anticipated level / length of support that will be required. Could the FAA indicate a maximum constraint (possibly in days) on the scope of support and training they anticipate they will require? Further, is this support part of CLINs 0023/24?	This section only applies to Operational Test (OT) at the key site. The training is familiarization training for OT participants and should take no more than two days. The entire OT, including training, is expected to take no more than a five days. Pricing for vendor support during OT consists of familiarization training, maintenance of the system, and supply for failed parts. Pricing for this activity should be included within CLIN # 14.

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56	9/18/2009	Section I, Para. I.2.2	Can the FAA please complete the blanks in Clause 3.2.4-17 Order Limitation (October 1996)?	AMS Clause 3.2.4-17 Order Limitation (October 1996) (a) Minimum order. When the Government requires supplies or services covered by this contract in an amount of less than <u>25 units</u> , the Government is not obligated to purchase, nor is the Contractor obligated to furnish, those supplies or services under the contract. (b) Maximum order. The Contractor is not obligated to honor (1) Any order for a single item in excess of <u>100 units</u> ; (2) Any order for a combination of items in excess of <u>100 units</u> ; or (3) A series of orders from the same ordering office within <u>365</u> days that together call for quantities exceeding the limitation in subparagraph (1) or (2) above. (c) If this is a requirements contract, the Government is not required to order a part of any one requirement from the Contractor if that requirement exceeds the maximum-order limitations in paragraph (b) above.
Question # 56 (Continued)				(d) Notwithstanding paragraphs (b) and (c) above, the Contractor shall honor any order exceeding the maximum order limitations in paragraph (b), unless that order (or orders) is returned to the ordering office within 15 days after issuance, with written notice stating the Contractor's intent not to ship the item (or items) called for and the reasons. Upon receiving this notice, the Government may acquire the supplies or services from <u>another source.</u> (End of clause)
57	9/18/2009	FAA-E-3007, Section J, Paragraph 3.2.4	Is this paragraph referring to the azimuth and therefore a line drawn perpendicular through the transition zone must be within +/- 5 minutes?	The transition width is covered by 3.2.1. Section 3.2.4 addresses the ability of the unit to project the transition at the same angle that is indicated by the clinometer, whether it is an external one on a shelf, or an internal, electronic one.

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58	9/18/2009	Section L, Para. L.18.2.2	Para. L.18.2.2 requests completion of a matrix for the purpose of tracing the Offeror's proposed cost from the section B CLINs to the third-level WBS, however the example matrix provided does not include a WBS column. Is it the Government's desire that the WBS be included in the "Proposal Reference" column of the example matrix? In addition, can the Government please clarify any other information required in the "Proposal Reference" column (such as text paragraph number, etc.).	Offerors should add a new column for the WBS number. The "Proposal Reference" column is for the offeror to identify where in their proposal this information is addressed. This should include the proposal volume number and section number. It may also include the paragraph number and page number.
59	9/18/2009	Section L, Para. L.18.2.6	Can the Government please define in more detail the requirements for the "letter of system adequacy" required by this paragraph?	Section L.18.2.6, titled Appendix, is being amended: Deletion: The Offeror shall provide (1) a copy of their letter of system adequacy. Also delete item # (2) Revision: The offeror shall provide a signed copy of the subcontractor agreement that was executed with each subcontractor to be maintained in the contract file of the FAA.
60	9/18/2009	OSA	The version of the Operational Safety Assessment document released in Amendment 2 appears to be the same as in the original SIR- Version 1.0. Please issue the revised OSA if it has been changed from Version 1.0.	The previously released and posted document is Version 1.0, dated August 17, 2009. However, minor editorial changes were made to the earlier version and posted on 8/18/09.
61	9/18/2009	General	In Amendment 2, question 2 concerning supply of the PAPI legs, it was stated: "Yes, the FAA will supply the legs plus the frangible coupling plus the flanges." Please verify that FAA will supply the legs plus the frangible coupling plus the flanges both for the OCT, the six first articles, and any and all following production quantities.	Yes, flanges, couplings, and legs will be supplied by the FAA for the OCT test and for the six first article units. The FAA is responsible for installing the production systems and will provide the legs, couplings, and flanges for those also.
62	9/18/2009	General	Will the FAA be supplying and installing the wiring between PAPI system components for the OCT?	No, since we do not know what the interface will look like, the vendor must supply the wiring between the PCA and the LHAs.

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63	9/18/2009	FAA-E-3007, Para 3.3.2.4.3 and 3.3.2.4.4	Paragraphs contain several specific requirements for the photocell. This includes "The photoelectric switching circuit shall cause the PCA to set the LHA output to high when the illumination on a vertical surface facing north reaches 58±2 foot-candles (624±21.5 lux), and shall set the LHA output to LOW when the illumination falls to 35±2 foot-candles (377 ±21.5 lux). The on-off points shall vary not greater than ±2 foot-candles (±21.5 lux), at any ambient temperature in the range specified in 3.9.1 with line-to-line voltage variations from 230V to 250V. Similarly, the on-off points shall vary not greater than 3 foot-candles (32.28 lux) with line-to-line voltage variations from 216V to 230V and from 250V to 264V. A symmetrical time delay of 5 to 8 seconds shall be provided to prevent the output current from changing due to transient light conditions." and "The device itself shall be hermetically sealed, and shall have a spectral response that peaks in the 5500 - 6000 angstroms (0.021 - 0.023 mil) region." Were these specification requirements based on an existing product?	The requirements are not product-specific therefore no names can be provided.
Question 63 Continued			If they were, can FAA advise the photocell manufacturer's name and part number?	
64	9/18/2009	OCT Plan	In Amendment 2, Answer 8, it was stated that "The LED PAPI Specification contains any and all requirements that may be tested at the discretion of the Test Director during OCT." In order to properly prepare the sample for OCT testing, we request that par. 4.1.2 in the OCT Plan be modified to specifically state all parameters that will be tested during the OCT.	LED PAPIs submitted for OCT and built to the specification will be prepared for OCT testing and tested in accordance with specification requirements.
65	9/17/2009	FAA-E-3007	In Appendix B NAS-SS-1000 Requirements Trace item 3.2.1.4.9.2.2 Intensity. It calls for a night intensity of 8.5%. Appendix A VTRM item # 8 calls for a 10 % intensity. Also page 6, paragraph 3.2.2 Light Intensity. Calls for a 10 percent intensity. Which requirement in the FAA-E-3007 with Change 1 is correct?	10% is the value to be used.

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66		Section J CDRL's	In Section J for CDRL's C001, C002, C003, and numerous other locations, the following website address referenced in the CDRL's is not accessible. http://ato-p.se-apps.faa.gov/faastandards/FAADocs.htm .	<p>The new URL location for FAA-STD-026A, 002, and 028 and their associated DIDs is now: http://www.faa.gov/air_traffic/nas/system_standards/standards/</p> <p>The new URL location for FAA-HDBK-0006A and FAA-D-2494/b is now: http://www.everyspec.com/FAA/ FAA-HDBK-0006A is in the HDBK category and FAA-D-2494/b is in the General category.</p>
67		Section C.3.2.2.3	Section C.3.2.2.3 Quality Assurance requires the Contractor to submit a Quality System Plan (QSM) IAW ISO 9001:2008. We are certified and registered to ISO 9001:2008 and AS9100. B. Can we submit our current quality management system or will we need to develop a new quality manual to meet FAA requirements?	Your QA plan is your description of how you intend to meet FAA QA requirements. If your existing quality management system meets FAA requirements you do not have to create a new quality manual. If there are unique FAA requirements you may want to address them individually in your plan, and reference your existing system for routine processes.